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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted] 25X1A

INFORMATION REPORT

CD NO.

COUNTRY Yugoslavia

DATE DISTR. 11 JUL 50

SUBJECT Construction of Amphibious Motor Vehicle

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1. Two amphibious motor vehicles were constructed for the Yugoslav Navy in the 3 May shipyard at Rijeka during 1949.

2. Outwardly, the amphibious vehicle is a metal pontoon mounted on the chassis of a truck. The pontoon hull is reinforced by lengthwise ribs. On land it can transport about 2.5 tons of cargo or 25 soldiers or one field artillery piece. The vehicle weighs about 6 tons, is 9.5 meters long, 2.5 meters wide and 2.9 meters high. On a good land road it can develop a speed of 75 kilometers (sic) per hour, and in water, fully loaded, up to 10 kilometers per hour. It is driven by a gasoline motor obtained from the Tam automobile factory at Maribor.

3. The boats constructed in the 3 May shipyard are divided into several sections. In the prow behind the motor, are seated the driver and his assistant. In the middle section there is room for cargo, and in the rear part are cords, sleeping equipment and other auxiliary material. The motor operates the wheels or the propeller by means of levers. A special rudder is located behind the propeller. This rudder operates badly when the vessel moves slowly and the motor must be switched to full speed if the vessel has to make a sudden turn. The bottom is heated by means of exhaust gas from the motor, and the bilge water is pumped out by special pumps which operate automatically when the bilge water in the boat reaches the height of 15 centimeters.

4. The plan provided for special devices with which the driver can fill the air chambers with air and regulate the air pressure in the tires according to the composition and character of the sea bottom. These devices, however, have not yet been applied to the boats already constructed, as they are still being tested.

5. The amphibious vehicle enters the water with wheels attached, and the propeller is set in motion only when the craft is completely afloat. The vehicle is also equipped with the necessary anchoring devices. The vehicle's main drawback is that it cannot go ashore quickly if the water bottom is soft or the bank steep and, owing to its low chassis and great length it has difficulty in travelling over uneven terrain covered with scrub.

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6. Plans are now being drafted for a new improved model on the basis of experience gained with boats already constructed. This new type is to have additional wheels and stronger motor developing a speed of 40 kilometers per hour on the road and 20 kilometers per hour in the water. If the proto-type of this new model proves successful, a serial production of 30 navigable vehicles will be started for assignment to Marine units.